

WEATHER OF THE ATLANTIC AND PACIFIC OCEANS

[The Marine Division, W. F. McDONALD in charge]

NORTH ATLANTIC OCEAN, JUNE 1935

By H. C. HUNTER

Atmospheric pressure.—The pressure averaged mostly below normal, and from near Ireland to Iceland much below. Valencia, Ireland, averaged almost a quarter-inch lower than normal, owing mainly to prevalence of almost continuous low pressure during the first fortnight. In some southeastern and northwestern areas the pressure averaged moderately greater than normal.

The extreme range of pressures noted by ships was from 28.94 to 30.54 inches, the lower reading being reported by the British S. S. *Samaria*, near 52° N., 33° W., on the 5th, while the higher reading came from the Italian liner *Conte di Savoia*, near 40° N., 36° W., on the 11th.

TABLE 1.—Averages, departures, and extremes of atmospheric pressure (sea level) at selected stations for the North Atlantic Ocean and its shores, June 1935

Station	Average pressure	Departure	Highest	Date	Lowest	Date
	Inches	Inch	Inches		Inches	
Julianehaab, Greenland.....	29.78	30.23	12	29.10	22
Reykjavik, Iceland.....	29.77	-0.11	30.04	1, 25	29.10	21
Lerwick, Shetland Islands.....	29.82	+ .02	30.29	29	29.16	8
Valencia, Ireland.....	29.76	- .24	30.28	28	29.10	7
Lisbon, Portugal.....	30.10	+ .07	30.26	11, 15	29.94	22
Madeira.....	30.13	+ .06	30.22	11, 19	30.00	22
Horta, Azores.....	30.23	- .01	30.50	30	29.97	18
Belle Isle, Newfoundland.....	29.98	+ .14	30.34	6	29.60	16
Halifax, Nova Scotia.....	30.02	+ .05	30.22	9	29.70	17
Nantucket.....	29.94	- .04	30.17	2	29.54	17
Hatteras.....	29.98	- .03	30.26	2	29.75	22
Bermuda.....	30.10	- .03	30.20	20, 21	29.96	4
Turks Island.....	30.01	- .02	30.09	20	29.93	10
Key West.....	29.93	- .01	30.07	2	29.87	10
New Orleans.....	29.98	.00	30.10	24	29.81	17

NOTE.—All data based on a. m. observations only, with departures compiled from best available normals related to time of observation, except Hatteras, Key West, Nantucket, and New Orleans which are 24-hour corrected means.

Cyclones and gales.—Throughout the first week low pressure persisted over the waters just west of Ireland; and usually there was a well-marked center, with strong winds around it. About 20 different reports of gales have been received from this region; and on the 5th, near

the 30th meridian, two steamers noted force 10 (whole gale). The center finally took a northeastward course and ceased to affect the steamship lanes.

The morning of the 10th found a well-defined low east of Delaware Bay near longitude 70° W., and the third instance (the last so far reported from North Atlantic waters) of force 10 was recorded on the 11th in connection with this storm; however, a northward course soon carried the center inland, and reports of gales due to its presence were but few.

On the morning of the 16th a vigorous storm was traveling eastward across Newfoundland, and during that day and the three succeeding days several vessels noted gales between the 50th and the 25th meridians. The storm took a more northerly course by the 18th; and by the 20th when near longitude 30° W. it had turned almost due north toward the waters just west of Iceland.

Fog.—There was much more fog than during May. The amount was somewhat less than normal for June near midocean and thence eastward to the 15th meridian along the chief steamship lanes; elsewhere to northward of the 40th parallel there was more than normal, and a very marked excess was found in North American waters from the St. Lawrence to Delaware Bay. The 5° square adjoining Maine and western Nova Scotia, 40°-45° N., 65°-70° W., led all others, having fog on 24 days; but the square next to eastward and the square 40°-45° N., 45°-50° W. had 23 days of fog. There were six other squares, near those just named, in each of which the record of fog exceeded 10 days.

Fog was the cause of 5 collisions and 4 groundings in various American waters from near Newfoundland to New York Bay. With one exception these occurred about the 7th of June or during the final 8 days of the month. The British steamship *Kafiristan* and one schooner were much damaged in two of the collisions, while the grounded British whaler *Deane* is probably a total loss. The chief tragedy reported was in Penobscot Bay, June 8; the small steamboat *Castine* struck on a ledge and later heeled over, resulting in death of 2 passengers and injury of 4.